

PUBLIC NOTICE

Elmira Corning Regional Airport

Intention to File

Passenger Facility Charge (PFC) Notice of Intent 22-08-C-00-ELM

Chemung County (County), as owner and operator of Elmira Corning Regional Airport (ELM), is posting this public notice as part of the Passenger Facility Charge (PFC) Notice of Intent (NOI) process under 14 CFR §158.24. The County intends to file PFC Notice of Intent #8 with the Federal Aviation Administration (FAA) which includes six (6) "Impose and Use" projects which are completed or will commence within the next several months. The County is requesting to utilize PFCs to reimburse for local funding used on each project, totaling \$391,472. The six (6) projects anticipated for inclusion in this Notice of Intent are identified and described below:

- **Acquire Friction Measuring Equipment**
 - **PFC Revenue:** \$3,175 (5.0% of the Total Project Cost)
 - **Description & Justification:** This project involves acquisition of a tow behind friction tester including necessary computers, software, cabling, and self-wetting system for a fully operational system.

The existing tow behind friction tester was put in to service in 2006 and has exceeded its useful life. The suspension system is failing and the computer and software systems are no longer supported by the manufacturer. Repairs and updates necessary to return the equipment to fully functioning and good working order are cost prohibitive and would not provide an adequate service life with desired reliability. Acquisition of the new equipment will provide the airport with a fully functional and reliable system to conduct runway friction measurements.

- **Relocate Taxilane T - Design and Construct**
 - **PFC Revenue:** \$61,336 (5.0% of the Total Project Cost)
 - **Description & Justification:** The project will include the construction of approximately 31,680 square feet (approximately 36 ft. wide x 880 ft. long) of new asphalt pavement to accommodate a portion of Taxilane T. In addition to the pavement, the scope of work will also include relocation of the existing taxiway edge lights and edge light cabling, relocated Airfield Signage, taxilane pavement markings, relocated taxilane drainage system, and turfed Safety Area Grading Improvements.

Elmira Corning Regional Airport has seen marked growth in enplanements and operations, including operations by A320 family aircraft, including increased simultaneous operations by aircraft in that family. The commercial apron is space constrained and includes an approximately 2,800 linear foot stretch of Taxilane T at its edge. The airport recently completed a terminal renovation project that resulted in the terminal building encroaching onto former apron area, further constraining apron space. Without the taxilane realignment, aircraft would be forced to park at seemingly random, inefficient angles to maintain appropriate clearances with the

Group III TLOFA. The angled layout of aircraft on the Commercial Apron would preclude an A320 from docking at the middle gate of the terminal and would limit operations by other aircraft when two A320s are docked at the remaining gates. Additionally, this would essentially render Taxilane T a one-way taxilane as aircraft would be tugged in and tugged out in one direction. Standard practice is to allow two-way use of taxiways and taxilane which will increase taxiing times for aircraft and add further congestion along Taxiway A, as aircraft landing on Runway 6 will need to taxi past the terminal on Taxiway A to Taxiway B before proceeding on Taxilane T to the terminal. Similarly, aircraft that will takeoff on Runways 10, 24, and 28 will need to taxi on Taxilane T to Taxiway D, and then proceed on Taxiway A past the terminal to reach the preferred runway end.

The proposed project would eliminate the potential for confusion and conflicts between the odd angled parking positions, and time-consuming maneuvering needed to position those aircraft, leading to delays for aircraft arriving and departing the commercial apron. The required parking layout is inefficient, operationally challenging, and compromises the airport's ability to fully utilize all 4 gates simultaneously. Construction of the relocated Taxiway T allows efficient straight in parking for four aircraft simultaneously. Additionally, the taxilane relocation allows an A320 family aircraft to taxi past a similar sized aircraft parked at the gate, eliminating delays for arriving/departing aircraft as they wait for aircraft to be positioned at the gate. The project has the added benefit of eliminating the need for an existing Modification to Standards (MOS) approved by the FAA on August 5, 1999. This MOS was approved with the assumption that only one design group III aircraft would operate at any given time, however the current condition where more than one design group III aircraft are operating at the airport leads to periods where penetrations to the Group III TLOFA occur.

In summary, the taxilane relocation project increases the capacity of the commercial apron and terminal by allowing unconstrained use of all 4 terminal parking positions by all aircraft. It facilitates efficient and safe movement of aircraft between the taxiway system and terminal, increasing the capacity of the airport to "process" aircraft and passengers, especially during peak times. The project provides greatly improved operational flexibility for moving and parking aircraft. Finally, the project provides a safety benefit by eliminating the need for the existing MOS.

- **Reconstruct the Existing Deicing Pad and Associated Facilities - Design and Construction**
 - **PFC Revenue:** \$174,760 (5.0% of the Total Project Cost)
 - **Description & Justification:** This project involves rehabilitation of the existing approximately 120,000 sf de-icing apron at Elmira Corning Regional Airport (ELM). The project will include reconstruction of the pavement, and replacement of the drainage collection system, lighting, and signage that service the apron. Pavement markings, including lead-in line geometry will also be updated.

The de-icing apron is utilized by commercial service and general aviation users of ELM. The pavement is in poor condition, with PCI of 46 and was last rehabilitated in 1999. The functioning system is required for ELM to comply with its water quality permits. The de-icing apron has been showing significant signs of deterioration due to age, weathering, service, and the freeze thaw cycles associated with the deicing process. This deterioration has manifested itself in multiple ways, including longitudinal cracking along the pavement joints, transverse expansion cracks, isolated alligator cracking, and delaminating of asphalt layers. ELM has an extensive pavement maintenance program, that includes intensive and repeated crack sealing of the de-icing apron however, maintenance measures are insufficient for the condition of the pavement. The proposed project would correct the pavement deficiencies through full depth reconstruction to meet the demands of the current aircraft fleet mix at the airport, would correct grading deficiencies, and would provide concrete pavements in aircraft parking areas. The subsurface drainage collection system, lighting and signage will also be replaced. The end result will be a fully functional de-icing apron to service the airport into the future.

- **Reconstruct Taxiway A & Lighting (Section A-5) – Construction**

- **PFC Revenue:** \$75,050 (5.0% of the Total Project Cost)
- **Description & Justification:** Reconstruction of 1,100' x 75' portion of Taxiway A, referred to as Section A-5 in the current Pavement Management Report. Project includes new pavement markings, replacement of cable and counterpoise, and light bases. Existing light fixtures will be installed on the new bases. The project also includes miscellaneous drainage improvements.

Taxiway A is a parallel taxiway to the primary runway, Runway 6-24. Virtually all aircraft transiting between RW 24 and other areas of the airport (terminal, FBO, etc.) utilize this segment of Taxiway A, therefore it is critical to maintaining safe and efficient aircraft movements at ELM. Taxiway A was last rehabilitated in 2001 and has a PCI of 46 according to the Pavement Management Report. The pavement has deteriorated due to weathering and age and requires intensive maintenance to prevent FOD. The project would provide a useful life of 20 years for this pavement section.

- **Acquire Snow Removal Equipment – Construction**

- **PFC Revenue:** \$50,000 (5.0% of the Total Project Cost)
- **Description & Justification:** The acquisition will allow for retirement of multi-tasking equipment (broom and displacement plow) acquired with PFCs in 2012. Additionally, recent improvements to the airfield have added significant additional pavement, requiring additional equipment to efficiently conduct snow removal operations.

The acquisition will allow for retirement of multi-tasking equipment (broom and displacement plow) acquired with PFCs in 2012. Additionally, recent improvements to the airfield have added significant additional pavement, requiring additional equipment to efficiently conduct snow removal operations. An updated Compliance Inventory (FAA Form 5100-141) will be provided with the application.

- **Passenger Facility Charge (PFC) Notice of Intent & PFC Program Administration**
 - **PFC Revenue:** \$27,151 (100% of the Total Project Cost)
 - **Description & Justification:** The proposed project includes necessary costs associated with the preparation and administration of the proposed PFC Notice of Intent for Elmira Corning Regional Airport. As noted in FAA Order 5500.1 and 14 CFR 158, the reasonable and necessary costs of administering a PFC program are eligible and public agencies may choose to accomplish these tasks through a consultant, internal personnel, or a combination of the two. This proposed project will include compilation of the PFC application materials, confirmation of enplanement forecasts, required coordination, documentation of necessary amendments, and assistance with collections reporting, as well as additional tasks associated with the administration of the PFC program. PFC program administration associated with this project will occur for a period beginning January 2020 through June 2021.

14 CFR 158 and FAA Order 5500.1, Passenger Facility Charges, states that an airport's costs of administering the PFC program are eligible for PFC reimbursement. These PFC administration costs, which can include the costs of preparing, coordinating, and submitting a PFC application, as well as maintaining an existing program, must be identified as a separate PFC project.

The proposed PFC level of collection is **\$4.50** per eligible enplaned passenger for all projects. The estimated charge effective date for the amendment to PFC Application #8 is **August 1, 2035**, and the estimated charge expiration date is **June 1, 2037**.

As required under 14 CFR §158.24, Chemung County will be accepting public comments on the proposed projects until **5:00pm on Friday, September 17, 2021**. Questions and comments regarding the proposed PFC Notice of Intent, including agreement or disagreement with any of the proposed projects, or requests for additional information, should be addressed to:

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